

UNITED KINGDOM - SPECIAL REQUIREMENTS

(Revised March 2, 1998)

SECTION 1 - INTRODUCTION. A new bilateral agreement between the United Kingdom (U.K.) and the United States (U.S.) came into effect by the Exchange of Notes in December 1972 and superseded the Exchange of Notes of 1934 relating to the reciprocal acceptance of aeronautical products. The manner in which this agreement will be implemented is described below.

A. Administration and Procedures.

(1) The procedures which must be followed to obtain U.K. certification are dealt with in the current issue of Section B of British Civil Airworthiness Requirements (BCAR) which also prescribes the documents which must be supplied for prototype and series aircraft.

(2) An Export Certificate of Airworthiness (or agreed alternative) with pertinent data attached will be required in connection with any Class I product and engine modules exported from the U.S. to the U.K. Class II and Class III products to be eligible for installation on certificated civil aircraft registered in the U.K must be processed in accordance with the applicable provisions of Part 21 of the United States Federal Aviation Regulations.

(3) Where the issue of an Export Certificate of Airworthiness is relevant, it shall be accompanied by a document (e.g., aircraft logbook), furnished by the applicant, which contains entries identifying those applicable FAA Airworthiness Directives (AD) and UK-CAA Additional Directives (CAA-AD) with which compliance has been achieved. This document shall also identify those AD's and CAA-AD's containing repetitive compliance requirements (e.g., inspection requirements for a particular component at 50-hour intervals) and when next compliance is due to be satisfied. All AD's and CAA-AD's must have been complied with prior to the issuance of the U.S. Export Certificate of Airworthiness unless otherwise waived by the UK-CAA.

(4) The applicant for a U.S. Export Certificate of Airworthiness is also responsible for satisfying all other U.K. Special Requirements (identified in Section 2 of this appendix), as appropriate, for the particular product being exported to the U.K. and all applicable requirements of FAR 21, Subpart L, before the U.S. Export Certificate of Airworthiness can be issued.

B. Acceptance of Aircraft.

(1) In accordance with paragraph 4 of the U.K./U.S. bilateral agreement, the U.K. will require to become conversant with the design of all fixed-wing aircraft in excess of 2,730 kg (6,000 lbs.) weight intended for use in the U.K. Transport Category, the design of all aircraft exceeding 5,700 kg (12,500 lbs.) regardless of the intended certification category, and all rotorcraft offered for U.K. certification. Additionally, in accordance with the policy declared in CAA Airworthiness Notice No. 15, the CAA may require to evaluate certain aircraft of less than 5,700 kg weight which have unusual design features. The CAA may then issue Special Conditions to cover certain features which would otherwise not meet the standards which are implicit in BCAR and the U.K. Air Navigation Order.

(2) Once the U.K. standard for certification has been determined and, where necessary, U.K. Special Conditions have been published, the U.K. will, in accordance with paragraph 9(h)(ii) of the U.K./U.S. bilateral agreement, accept aircraft and rotorcraft to this standard and U.K. Special Conditions, as applicable, together with the applicable AD's and U.K. equivalent retrospective requirements, while they continue in production. Modifications to the aircraft may also be made, provided the requirements used as the basis of U.K. certification are complied with, or alternatively, that the CAA agree that the modifications are acceptable.

(3) For aircraft which are no longer in production, the CAA reserves the right to modify the basis of U.K. certification, or to refuse certification in accordance with paragraph 9(h)(iii) of the U.K./U.S. bilateral agreement. Where U.K. certification of such aircraft is sought, reference should be made to the Civil Aviation Authority who will advise the position pertaining at that time.

C. Acceptance of Engine, Auxiliary Power Units and Propellers.

(1) In accordance with paragraph 4 of the U.K./U.S. bilateral agreement a preliminary investigation may be required to establish the standard offered for U.K. certification and, where necessary, any Special Conditions the CAA may wish to apply. In the case of turbine engines for [[airplanes]], the Special Condition requirements will be limited to those arising from unorthodox design features in accordance with the U.K./U.S. reciprocal acceptance agreement.

(2) When compliance with the U.K. standard for certification has been established, the U.K. will accept engines (including engine modules), auxiliary power units, and propellers and parts therefore to the defined standard while they continue to be in production subject only to compliance with subsequent applicable AD's and U.K. equivalent retrospective requirements. Modifications will also be accepted subject to compliance with the U.K. certification basis.

(3) For engines, auxiliary power units, and propellers which are no longer in production, the CAA reserves the right, in accordance with paragraph 9(h)(iii) of the U.K./U.S. bilateral agreement, to modify the basis of acceptance or to refuse certification.

D. Acceptance of Appliances and Components.

(1) **Radio.** The procedures which must be followed to obtain U.K. acceptance of radio equipment are dealt with in Section B, Chapter B4-10, of the BCAR.

(2) **Appliances (other than Radio).** Those appliances (other than radio) as so defined in Section 3 must be registered to obtain U.K. acceptance. The procedures which must be followed to obtain acceptance of such appliances are dealt with in Section B, Chapter B4-8, of BCAR.

(3) **Components.** Components which are produced in the U.S. for export and used on products which are or may be certificated or approved in the U.K. will be accepted by the CAA provided:

(i) They are properly designated, and

(ii) The FAA or its designee certifies that the components conform to the applicable design data and meet the applicable test and quality control requirements which have been notified by the CAA to the FAA.

NOTE: These provisions apply to those components which are produced by a manufacturer in the U.S. pursuant to an agreement between the manufacturer and the product manufacturer in the U.K.

E. Restricted Category Aircraft.

(1) Applications for U.K. certification of aircraft certificated in the U.S. in a restricted category will be considered on an individual basis.

(2) The applicant for export certification must furnish to the CAA, information describing how the aircraft differs from the type certification basis for a standard certificate - if standard certification of the type design has been made. The applicant shall provide evidence of compliance with this requirement, to the FAA or its designee, at the time of issue of the export certificate. If the applicant does not have some form of approval under the FAR, the FAA will verify the correctness of this information and will so notify [[the]] CAA by the appropriate means.

(3) On the basis of this evidence, the CAA will decide whether it is necessary to seek further information from the FAA and which, if any, of the procedures described in paragraphs (1) and (2) above shall be invoked.

SECTION 2 - SPECIAL REQUIREMENTS. The following identifies those special administrative requirements which must be satisfied at the time of export (in addition to any U.K. Special Conditions) for a particular product to be eligible for U.K. registration, certification and/or airworthiness validation.

A. All Aircraft.

* (1) **Statement of Build Standard.** This statement to include the aircraft specification, changes in design (as required by U.K. Special Conditions) and a list of Service Bulletins incorporated in production. The list of Service Bulletin incorporation is to identify:

- (i) Production versions of the Service Bulletins.
- (ii) Service Bulletin compliance.
- (iii) Alert Service Bulletin compliance.

(2) **Modification Standard.** This must include:

- (i) Customer options incorporated.
- (ii) Equipment incorporated, including items of equipment not necessarily installed by the manufacturer.
- (iii) Service Bulletin compliance.
- (iv) Alert Service Bulletin compliance.

(3) **Export Certificate of Airworthiness.** The U.S. Export Certificate of Airworthiness must list the status of compliance with U.K. Special Conditions including, by issue and date, those which have been complied with and those which have not. Accordingly, the following information should be noted on the U.S. Export Certificate of Airworthiness when issued for any aircraft to which the U.K. Special Conditions are applicable:

- (i) The date and issue number of the U.K. Special Condition which has been complied with.
- (ii) The list of Special Condition numbers which have been complied with.
- (iii) The list of Special Condition numbers which have not been complied with.
- (iv) List the operating hours accumulated of the aircraft engine(s) and propeller(s).

NOTE: Non-compliance with any U.K. Special Condition would not require a waiver from the U.K. nor preclude the issuance of a U.S. Export Certificate of Airworthiness since the U.K. is primarily concerned with the status of compliance.

(4) Airworthiness Directives. A declaration of compliance with all AD's issued by the FAA must be provided. Where optional means of compliance are offered, the means chosen shall be stated. There shall also be a declaration of compliance with CAA Additional Directives (available at FAA Aircraft Certification Offices).

* **(5)** A copy of the aircraft Type Certificate plus any applicable Supplemental Type Certificates (STC). The STC's will be subject to CAA evaluation if not previously investigated.

(6) A list of defects to be rectified by the U.K. operator at the time of issue of the Export Certificate of Airworthiness, if any.

(7) Engine/Airframe/Auxiliary Power Unit logbooks.

** **(8)** Seating configuration approval document, where appropriate.

*** **(9)** Maintenance Review Board program, where applicable.

(10) Time/Life limitations.

* **(11)** Electrical load analyses.

* **(12)** Minimum equipment list.

* **(13)** Wiring Diagram.

(14) Weight schedule and weighing report.

(15) Manuals:

Number Required

*	(i) Flight Manual or Pilot Operating Handbook.	4 (+1 for each aircraft)
*	(ii) Maintenance.	2
*	(iii) Operations.	2
*	(iv) Weight and Balance Loading Procedures.	1
*	(v) Overhaul.	2
*	(vi) Structural repair.	2
*	(vii) Component overhaul.	2
*	(viii) Engine maintenance and overhaul.	2
*	(ix) Standard practices.	2
*	(x) Nondestructive testing.	2

* (xi)	Structurally significant items.	1
(xii)	Maintenance planning guide.	1
* (xiii)	Parts Catalog.	2
(16)	Record of Compass System and Magnetic Compass Swings.	
(17)	Record of rigging checks.	
(18)	Detailed list of radio equipment constituting the radio station.	
(19)	Antenna performance patterns, when available.	
(20)	List of Serial Numbers of significant component parts, including serial numbers, which are not listed in (15)(xiii).	

B. Used Aircraft. In addition to the information referred to in Section 2, paragraph A, the following is also required for used aircraft:

** (1) The maintenance program to which these aircraft have previously been maintained including:

(i) Previous check cycle.

(ii) Future check cycle.

** (2) Component overhaul life summary, including details of service life remaining and modification standards.

** (3) Compliance with structural inspection program. This to include details of any structural sampling program in which these aircraft have been included, together with details of their position in this program.

NOTES:

* Required only with first aircraft of a particular type and model exported to U.K.

** Normally only required for aircraft over 2,730 kg (6,000 lbs.) in Transport Category.

*** Both of the foregoing apply.

C. Aircraft Parts.

(1) Airworthiness Approval Tag (FAA Form 8130-3).

(2) Compliance with FAR 21 (Subpart L).

D. Engines/Propellers.

(1) Export Certificate of Airworthiness (FAA Form 8130-4).

- (2) Compliance with FAR 21 (Subpart L).
- (3) Statement of Service Bulletins complied with.

E. Engine/Propeller Parts.

- (1) Airworthiness Approval Tag (FAA Form 8130-3).
- (2) Compliance with FAR 21 (Subpart L).

F. Appliances (other than radios).

- (1) Airworthiness Approval Tag (FAA Form 8130-3). The registration number assigned by the U.K. as evidence of design approval must be quoted on the tag.
- (2) Compliance with FAR 21 (Subpart L).

G. Components.

- (1) Conformity Certification Tag (FAA Form 8130-3).
- (2) Compliance with FAR 21 (Subpart L).
- (3) A statement of Service Bulletin compliance standard.

H. Radios.

- (1) Airworthiness Approval Tag (FAA Form 8130-3) with CAA approval number quoted (ref. Section B, Chapter B4-10 of British Civil Airworthiness Requirements (BCAR)).
- (2) Compliance with FAR 21 (Subpart L).

SECTION 3 - U.K. PROCEDURES FOR ACCEPTANCE OF APPLIANCES.

A. GENERAL.

(1) The CAA will accept that an appliance has those characteristics vouched for on an FAA Airworthiness Approval Tag which has a CAA certification number quoted. For the purpose of this procedure, an appliance means any instrument, equipment, mechanism, apparatus, or accessory used or intended to be used in operating an aircraft in flight, which is installed in, intended to be installed in, or attached to the aircraft, but is not part of an airframe, engine, or propeller, and includes replacement and modification parts therefor.

* (2) The procedures given in paragraph B below are acceptable in relation to those appliances for which CAA approval is required and which meet either of the following alternatives:

(i) The appliance has been accepted by the FAA as complying with the Minimum Performance Standards of the applicable Technical Standard Order (TSO) as published in FAR 21, Subpart O and FAR 21.305(b); or,

(ii) In lieu of approval under a Technical Standard Order, the appliance has been accepted by the FAA as meeting the applicable FAR's and the terms of the applicant's specifications.

(3) In the case of an appliance which does not require specific approval by the CAA, but approval is implied by certification of the aircraft in which the appliance is installed, sufficient information shall be supplied to the user.

* **NOTE:** Specific CAA approval is required for those appliances which require approval under the Air Navigation Order or appliances on which airworthiness depends but for which the aircraft constructor does not undertake full responsibility.

B. PROCEDURE. The following procedures are based upon a system of registration of the design with the CAA. The CAA will expect to recover from the applicant all costs involved in the acceptance of the appliance, including fees, subsistence, and traveling.

(1) **The applicant for U.K. appliance registration or validation certification must submit the following documents for each appliance offered for certification:**

(i) CAA Form AD.70 (Attachment Enclosure 4) or letter requesting registration addressed to CAA, Aviation House, Gatwick RH6 OYR, with a copy to the appropriate FAA Aircraft Certification Office.

(ii) A supporting letter from the FAA to the CAA on the lines of Attachment (ref. example letter, Enclosure 3). This letter should be requested of the FAA office which issued the U.S. TSO Authorization.

(iii) A statement of the appropriate sections of FAR 21, Subpart O and FAR 21.305(b) with which the appliance complies; or, in cases not covered by FAR 21, Subpart O and FAR 21.305(b), a copy of the specification with which the appliance complies.

(iv) A general arrangement drawing and such descriptive information as will define the appliance sufficiently for the CAA to be able to determine any U.K. additional requirements defined in paragraph B(2). (Note: This may include physical examination of the appliance).

(v) A Declaration of Design and Performance, required by BCAR Chapter B4-8 or B4-10 as appropriate (ref. Enclosure 1).

(vi) Type test evidence showing conformance with FAR 21, Subpart O and FAR 21.305(b), or the specification with which the appliance complies when requested by the CAA.

(vii) A copy of each Maintenance, Overhaul, and Repair Manual and a copy of Service Bulletins and the Installation Manual where appropriate. Revision service must be provided.

(viii) A statement of conformance (ref. Enclosure 2) signed by the applicant.

(ix) A copy of the FAA letter of design approval for the particular appliance.

(2) **Notification of U.K. Additional Requirements.**

(i) After examination of the documentation required by paragraph B(1), the CAA will determine whether any U.K. additional requirement should be complied with in order to obtain CAA certification.

(ii) Such U.K. additional requirements will be kept to a minimum and will be those found necessary to:

(a) Provide a level of safety equivalent to that provided for by U.K. requirements and practice and as are necessary to comply with the Air Navigation Order.

(b) Cover features not otherwise covered by existing requirements and practices. (NOTE: This includes such matters as details of instrument presentation.)

(iii) In order to determine U.K. additional requirements, the CAA may ask for such failure analyses as are necessary to determine an equivalent level of safety.

(iv) In the event that U.K. additional requirements are deemed appropriate, the applicant and the FAA will be so advised. The applicant must then submit an amended Statement of Conformance additionally certifying that the prescribed U.K. additional requirements have been met. This statement must be accompanied by a letter from the FAA which certifies that FAA design approval for the particular appliance, including the prescribed U.K. additional requirements, has been granted.

(3) Registration.

(i) Upon CAA acceptance of the documentation required by paragraph B(1), and also when applicable, their receipt of satisfactory additional statements as required by paragraph B(2), the appliance will be registered by the CAA as being approved for use within the limitations of the Declaration of Design and Performance (DDP). The certification will only apply to the applicant, at his address at the time of certification.

(ii) The applicant will normally deal directly with the CAA throughout the certification process. The CAA will provide FAA with copies of correspondence relating to only U.K. additional requirements which they may impose and to the final acceptance of the items.

(4) Acceptance of Individual Appliances. Individual appliances of a type registered in accordance with this procedure will be accepted by the CAA on the basis of an Airworthiness Approval Tag (FAA Form 8130-3) issued by the FAA. The FAA certification may be made on behalf of the FAA by the applicant, if this authority has been delegated to the applicant by the FAA, and the FAA assumes full responsibility for the certification. The certification number issued by the CAA shall be quoted on the Airworthiness Approval Tag.

UNITED KINGDOM

ENCLOSURE 1 - (SEE EXAMPLES 1 AND 2)

DECLARATION OF DESIGN AND PERFORMANCE

(1) A standard form of Declaration of Design and Performance is given in British Standard 3G.100: Part 1, entitled, "Identifications and Declarations," and this will require to be adapted according to the nature of the equipment. The declaration shall contain the following information:

(i) Particulars identifying the equipment and its design standard and including reference to the specification(s) to which it is designed.

(ii) The rated performance of the equipment, either directly or by reference to other supplementary documents where necessary.

(iii) The degree of compliance with the requirements stating the issue number of the section concerned.

(iv) Reference to relevant test reports.

(v) Any limiting conditions applying to its use. This shall include limitations implicit in the design (e.g., working and ultimate pressure or loads, rating working and maximum voltage and current accuracy of instruments), declarations required by the governing specifications, and the ability of the equipment to work under various ambient conditions (e.g., acceleration, vibration, temperature, altitude, and humidity).

NOTE: For example, an item of electrical equipment may require the following information:

- (a)** Voltage range.
- (b)** Frequency range.
- (c)** Time rating and duty cycle.
- (d)** Altitude and temperature range appropriate to rating.
- (e)** Climatic test classification and waterproofness grade as defined in BS.3G.100.
- (f)** Vibration grading, acceleration class and grade, explosion-proofness category, fire resistance classification, compass safe distance, and whether radio-interference free.
- (g)** Minimum life or overhaul period in hours or cycles of operations.
- (h)** Restrictions in mounting attitude.
- (i)** Fluid resistance.
- (j)** Any departures from the governing specifications.

(2) The Declaration shall bear the following statement made and signed by the chief designer or his designated representative:

"I hereby certify that the information contained in this Declaration of Design and Performance is accurate.

Company Name Limited cannot accept responsibility for the satisfactory operation of equipment used outside the conditions given above without their agreement.

Signature, date "

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EXAMPLE 1 of ENCLOSURE 1 - RADIO EQUIPMENT

NAME AND ADDRESS
OF MANUFACTURER

D.D.P. NUMBER.
REVISION NO.
CAA VALIDATION CERTIFICATION REF. . .
(WILL BE ISSUED BY CAA)

DECLARATION OF DESIGN AND PERFORMANCE
OF
NAME OF EQUIPMENT

DESCRIPTION

Weight.

Overall Dimensions.

Design Specification Number.

Drawing Schedule Number.

Production Test Specification Number.

Modification Standard.

Wiring Diagram Number.

Installation Drawing Number.

Service and Instruction Manual Reference.

Approval Test Reports Ref. Nos.

Any Certificate of Declaration Bearing on this Approval.

LIMITING CONDITIONS OF USE:

Voltage Range: Power Requirements.

Frequency Range.

Ambient Temperature Range.

Climatic Grading.

Altitude Rating.

6/27/00

AC 21-2J
Appendix 2

Vibration Grade.

Acceleration Grade.

Radiated R.F. Interference.

Magnetic Effect.

Flameproofness.

Compass Safe Distance.

Endurance/Overhaul Period.

Mounting Attitude.

Departures from Specification.

Special Limitations.

Intended Use.

I hereby certify that

UNITED KINGDOM

EXAMPLE 2 of ENCLOSURE 1 - OTHER TYPES OF EQUIPMENT

NAME AND ADDRESS
OF MANUFACTURER

D.D.P.
REVISION NO.....
APPLIANCE REGISTRATION REF. . . .
(TO BE ISSUED BY CAA)

DECLARATION OF DESIGN AND PERFORMANCE

OF

NAME OF EQUIPMENT

DESCRIPTION

Overall Dimensions.

Design Specification No.

Production Test Specification No.

Modification Standard.

Drawing Schedule No.

Service and Instruction Manual.

Approval Test Reports.

Any Certificate of Declaration Bearing on this Approval.

Test Factor Used.

Degree of compliance with BCAR.

Limiting Conditions of Use.

Acceleration Grade.

Mounting Attitude.

Departures from Specifications.

Special Limitations I hereby certify that

Intended Use.

UNITED KINGDOM**ENCLOSURE 2 - STATEMENT OF CONFORMANCE****FIRM'S NAME AND ADDRESS**

Nomenclature of appliance. This must include identifying part number which will mean that this particular part number will always conform to the declared state at time of registration.

I certify that:

(1) The above-named appliance meets either the requirements of:

(a) U.S. TSO # _____ (Reference FAR 21, Subpart O and . . FAR 21.305(b));
or

(b) Specification # _____, with the following exceptions (if any) _____.

(2) The appliance has been accepted by the FAA as meeting the relevant airworthiness requirements of FAR . . . or

(3) The Additional Requirements of CAA letter dated . . . , have been met and that*

(4) The appliance will be manufactured under the quality control system specified in FAR 21.143, and

(5) The CAA will continue to be advised of any modifications affecting the airworthiness of the appliance.

Signed

For

(Name of firm)

*Not required at initial submission. Only required when the applicant has been notified of any Additional Requirements in accordance with Section 3, paragraph B(2).

UNITED KINGDOM

ENCLOSURE 3

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

IN REPLY REFER TO

DESIGN AND MANUFACTURING STANDARDS DIVISION **EXAMPLE FAA LETTER**
CIVIL AVIATION AUTHORITY
AVIATION HOUSE
GATWICK RH6 OYR
ENGLAND

Dear Sir:

The Bennett Corporation has requested our assistance in obtaining United Kingdom import acceptance of their Altimeter Model #7, Series 725 under the terms of the bilateral airworthiness agreement between the United States of America and the United Kingdom of Great Britain and Northern Ireland relating to the reciprocal acceptance of airworthiness certifications.

We would advise you that we have accepted The Bennett Corporation certification that their Altimeter Model #7, Series 725 complies with the performance standards of U.S. TSO 737b (ref. FAR 21.305(b)) and FAR 21, Subpart O).

Appliances of this approved design will be manufactured under Federal Aviation Administration (FAA) quality control surveillance in accordance with FAA Technical Standard Order (TSO) Authorizations granted on June 26, 1979, and July 8, 1979. A copy of each TSO Authorization is enclosed for your information. Appliances manufactured under these TSO Authorizations will be marked in accordance with FAR 21, Subpart O and paragraph (b) of TSO 737b (ref. FAR 21.305(b)).

In addition, these appliances will be accompanied by an FAA airworthiness approval when exported to the U.K. These approvals will be issued by a representative of the FAA in the form of an Airworthiness Approval Tag, FAA Form 8130-3 (formerly FAA Form 186) in accordance with FAR 21.325(a)(2).

Please advise if any additional requirements must be met and if any additional data are needed for your acceptance. Otherwise, if you find this information sufficient, we would appreciate your confirmation that these appliances will be accepted by the U.K. when accompanied by an FAA Airworthiness Approval Tag.

UNITED KINGDOM**Enclosure 4****Civil Aviation Authority****Safety Regulation Group**

FOR CAA USE ONLY. FILE REFERENCE NO.:-

APPLICATION FOR APPROVAL OF, OR MODIFICATION TO, EQUIPMENT IN ACCORDANCE WITH BCAR CHAPTERS A4-8, A4-10, B4-8 OR B4-10?

Name and Address of Applicant		Name and Address of Manufacturer (if different from Applicant)	
State whether Initial Approval or Modification		Full Title of Equipment	
Type/Model No.	Part No.	Declaration of Design and Performance No.	
Brief Description of Equipment, or of Modification			
INITIAL APPROVAL - State whether the Maintenance, Overhaul and Repair Manuals are prepared and ready for use.		MODIFICATION - Describe briefly any complementary amendment necessary to the Maintenance, Overhaul and Repair Manual: otherwise state 'Not Affected'.	
FOR CAA USE ONLY Internal Reference No.:		I/We hereby apply for approval of the above Equipment/Modification in accordance with British Civil Airworthiness Requirements, Chapter A4-8, A4-10, B4-8 or B4-10.	
Cheq./PO/Cash/MO		I/We enclose herewith the amount which is required by the current CAA Airworthiness Scheme of Charges (reviewed in April annually) to be paid on application. I/We agree to pay any further charges in connection with this application, in accordance with the said Scheme of Charges, which may be notified to me by CAA.	
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Rec'd by mbed MSDraw * mergeformat 			
Date mbed MSDraw * mergeformat 			
Ref. mbed MSDraw * mergeformat 			
Approval Recommended		Signed	
Date		Date	

NOTE: This form, when completed, should be forwarded to the Civil Aviation Authority, Safety Regulation Group, Aviation House, South Area, Gatwick Airport, Gatwick, West Sussex, RH6 OYR.